

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,301 號壹零百叁千叁萬壹第 日叁初月玖年六十二緒光 HONGKONG, THURSDAY, OCTOBER 25TH, 1900. 肆拜禮 號伍十式月十年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

## THE FINEST WINES IN THE EAST.

### PORT

AND

### SHERRY.

BOTTLED IN EUROPE BY  
GEO. G. SANDEMAN, SONS & CO.

SOLE AGENTS—

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

LANE, CRAWFORD & CO.

LANE, CRAWFORD & CO.

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & Co.'s Selection.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Fine Old Highland Whiskies are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong at  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 26th July, 1897.

CUTLER, PALMER  
& CO.'S

PRICE \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO. Hongkong. [42]

HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.

### TIME-TABLE

#### WEEK DAYS

7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.30 a.m. Every quarter of an hour  
10.30 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS

8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 3 p.m. Every quarter of an hour  
3.45 p.m. to 4.15 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st May 1899. [a2550]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first-class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Excelling a specialty.

MCKIRDY & CO.,  
43 & 45A, QUEEN'S ROAD, EAST,  
Hongkong, 3rd November, 1899. [2509a]

RUINART PIRE & FILS, REIMS

Established 1719  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAURE WEGENER & CO.,  
Sole Agents.  
Hongkong, 17th May 1895. [1829]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT  
\$5.00 per Cask of 37½ lbs. net ex Factory.  
\$7.00 per Bag of 50 lbs.  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 2nd July, 1900. [1869a]

## MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM  
"LA INSUBAR" AND "LA PERLA DE ORIENTE" FACTORIES  
J. M. DE ZUNIGA,  
No. 9, QUEEN'S ROAD CENTRAL  
Entrance: ICE HOUSE STREET (New Victoria Hotel).

39a]

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
TONIC AND REFRESHING.

SOLE AGENTS—

## WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

[112a]



## FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN, ... } "PEDLAR" BRAND.  
ORANGE GIN }

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS,  
HONGKONG AND CHINA.

[34a]

## COTTAM & CO.

### NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.

35a]

## LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

### WINTER SEASON.

## LATEST LONDON FASHIONS. NEWEST & BEST MATERIALS.

DRESS SUITS from ... .. \$35.  
TWEED LOUNGE SUITS from ... .. 35.  
NOBLOK JACKET SUITS from ... .. 35.  
SCOTCH TWEED ULSTERS, for Travelling, from ... .. 50.

32a]

## LANE, CRAWFORD & CO.

### PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

[390a]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY.

\$10.75 PER DOZ.

Very soft palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

[41a]

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassall.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

AGENTS—SIEMSEN & CO., HONGKONG.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

AGENTS—SIEMSEN & CO., HONGKONG.

## THE VICTORIA DISPENSARY, HONGKONG.

### AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

[33a]

## PARIS EXHIBITION, 1900.

### THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

39a]

## THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKERS

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

2199a]

THE ROBINSON PIANO CO., LD.

## KELLY & WALSH, LD.

### NEW BOOKS AND NEW EDITIONS.

The Scientific American Encyclopedia of

Receipts, Notes and Queries, by A.

Hopkins ... .. \$10.50

Ruined Cities of Ceylon, by H. W. Cave,

M.A., Illustrated with Photos

taken by the Author ... .. 7.00

Lawn Tennis, by W. Baddeley ... .. 70

Crickets, by Ford Richardson and Kemp ... .. 70

Deliberate and Express Exchange Tables ... .. 3.00

Pall Mall Magazine, vol. 21 ... .. 4.50

China in Decay, by Alexis Krause, the

Story of a Disappearing Empire ... .. 3.50

The Daily Mail Magazine of the War in

China ... .. 70

Pittman's Advanced Bookkeeping ... .. 1.75

Chineseische Charakterzüge, von A. H.

Smith ... .. 3.00

All the World's Fighting Ships, by F.

T. Jane, Illustrated ... .. 7.50

Day by Day Cookery Book—Breakfasts,

Luncheons and Dinners for every

Day in the Year, by Mrs. A. N.

Wright ... .. 2.25

La Renovation de L'Asie, Sibérie-Chine-

Japon, by Pierre Leroy Beaulieu ... .. 2.50

Wanderings in China, by C. F. Gordon

Cumming, Cheap Edition ... .. 3.50

### NEW BOOKS AND NEW EDITIONS.

THE MASTER CHRISTIAN, by

MARIE CORELLI ... .. \$ 1.50

China the Long Lived Empire, by Mrs.

E. R. Sedmore ... .. 5.00

The Break-up of China, by Lord Chas.

Beresford ... .. 7.00

The "Overland" to China, by A. B.

Colquhoun ... .. 9.50

China in Transformation, by A. B. Col-

quhoun ... .. 9.50

The Problem in China and British

Policy, by A. B. Colquhoun ... .. 1.25

China and the Present Crisis, by Joseph

Walton, M.P. ... .. 1.50

Russia Against India—the Struggle for

Asia—by A. B. Colquhoun, with Maps

Russia in Asia, a Record and a Study

1858-1889, by Alexis Krause, with 12

Maps ... .. 15.00

America in the East—History, Prospects,

Problems and Duties in the Pacific

Ocean, by W. E. Griffis, Illustrated

3.50

SANDOW'S OWN COMBINED

DEVELOPERS.

[30a]

### LETTER'S DIARIES, 1901.



OWNERS OF HOUSES situated in the

Central Division of the City of Victoria

and in the Western Division of Kowloon, who

have not had their premises LIMED, WASHED

and CLEANSED in accordance with law, are

reminded that the period during which the

work should be finished ends on the 31st day

of October, 1900, and the Sanitary Board being

informed of the necessity of cleanliness in its

efforts to stamp out plague, is determined to

rigorously prosecute any owner in default after

the above named date.

The Central Division of the City lies between

Garden Road on the East and Morrison Street

and East Street on the West. The Western

Division of Kowloon is all that part of the

Kowloon Peninsula to the West of Robinson

Road and includes Tsing Shui Tsui, Yan Ma Ti,

Mong Kok Tsui, Tai Kok Tsui and Sham Shui

Po.

By Order of the Board.

G. A. WOODCOCK,

Acting Secretary

Hongkong, 1st October, 1900. [5248]

### CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting

THE BEST NET-GO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Loaded with With Powder

Powder only, and 1 oz of Shot.

Primrose Cases ... .. \$5.65

Pegamoid Cases ... .. 6.25

Ejector Brass Cases ... .. 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to

Wm. SCHMIDT & CO.,

Gummakers, Hongkong.

Hongkong, 27th July, 1897. [187]

LOONG FI HORSE REPOSITORY.

SITUATED at No. 2A, MATHESON

STREET, WONG-NEI-CHONG, near No. 1

Police Station, and three minutes' drive from

Windsor Garden and Restaurant. CAR-

TRIDGES for HIRE at cheap rates.

Hongkong, 22nd October, 1900. [5242]

### WANTED.

AN OFFICE ASSISTANT, preference

given to candidate with knowledge of

TYPEWRITING and SHORTHAND.

Apply at Head Office of

THE HONGKONG & WHAMPOA

DOCK CO., LD.

Hongkong, 24th October, 1900. [2725]

Arrivals, Departures and other Shipping

Intelligence will be found on pages 5, 6 and 7

## INSURANCE.

THE

STANDARD LIFE ASSURANCE CO.

POLICIES UNCHALLENGEABLE.

Policies are unchallengeable after two years</



## INTIMATIONS.

**BROWN, JONES & CO.**  
MONUMENTAL SCULPTORS.  
AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

**A. S. WATSON & CO.,**  
LIMITED.

## SPECIAL LINES.

**SCOTCH WHISKY.**

**COGNAC BRANDY.**

(HENNESSY'S).

## CLARETS.

FROM THE FINEST CHATEAUX.

**PORT &**

**SHERRY.**

[Including Wines bottled by the

Celebrated firm

GEO. G. SANDMAN, SON & Co.]

**AERATED WATERS.**

ABSOLUTE PURITY GUARANTEED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

## MARRIAGE.

On the 23rd October, at the Peak Church, Hongkong, by the Rev. R. F. Colbold, Minister, E. TOMKINS, to MURIEL, daughter of the late Arthur Anderson.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 25th, 1901

The letter addressed to the *Times* of the 20th ult. by the correspondent who veils his identity under the pseudonym of "MILES" is a trenchant criticism on past British policy in China, and re-states in concise form the often urged case of those who know the country and the effect of that policy on British interests therein. "MILES" puts forward prominently the inherent mistake in the way in which the authorities at home sought to meet the results of foreign aggression in this quarter of the globe. The main principle of British conduct in reply to German and Russian proceedings in the north, he points out, was not to safeguard our great national interests on the Yangtze, which then we might have done effectually, but to try to counteract the establishment of Russian power at Port Arthur by posting ourselves at Weihaiwei. In so doing we "substituted an indirect object for one of primary importance"—an error not less dangerous, the writer continues, in national policy than in naval or military strategy. At the time when the lease of Weihaiwei was in course of arrangement the same writer pointed out in the *Times* that the theory that one fortress can neutralise another is based upon nothing. However, the Foreign Office approved of the idea, which the Tungli Yamen pressed upon us to avoid giving anything of more value, and in May, 1898, Mr. GOSCHEN stated in the House of Commons that "an outpost of this kind was of value to those who had the supremacy of the sea, and it was from the point of view that we had supremacy at sea that we should approach what had to be done at Weihaiwei." So we got our "secondary naval base" in Shantung, and since its acquisition experts have wrangled constantly as to its worth. "Only

"two years have passed," says the writer in the *Times*, "since we adopted the suggestion of the Tungli Yamen in place of taking Chusan, and now I imagine that the man in the street is beginning to realize that what we want in the Far East, if there is any 'balance of power' which must be 'redressed,' is a superior squadron and an effective field force. Possibly, the Admiralty, in not bringing our squadron even up to the standard of that of Germany, may have reckoned a 'secondary' or other 'base' at Weihaiwei as the equivalent of two or three battleships. If so, few students of history will agree with them."

As a result of the events of 1898 we saw two Powers wrest from China with no expenditure of labour very substantial privileges, while we did not take the opportunity of establishing our influence in the region which concerned us most. Germany took an early opportunity to emphasize this, when in the same year, 1898, Count HATZFELD pointed out to Lord SALISBURY that Germany had acquired "a special position" in Shantung, "whereas Great Britain not having occupied any place in the Yangtze region, that region is still unreservedly open to German enterprise." A better comment on the failure of our diplomacy could not have been written by the most earnest British critic of his country's Chinese policy. The question now is, What chance is there yet of remedying past errors? To supply a satisfactory answer to this will tax the utmost ingenuity of him who attempts the task. We have declared, too late in the day, for the strict maintenance of China's integrity, and have bound ourselves to act with Germany to secure this end. Our partner, content with the monopoly of all commercial enterprise in one province and the promise of free trade for her nationals elsewhere, enters on the work with a light heart. Great Britain starts handicapped with the result of previous mistakes and follies and relying only on the ability of her traders to hold their own with any possible rivals—an ability on which many do not hesitate to throw great doubt, adducing as arguments the many cases in which our traders in the last few years have allowed themselves to be supplanted by more supple and better trained competitors, and the notorious neglect by British Government officials of the interests of the commercial men who look to them for support. Viewed then in the light of the events of the last three years, the Anglo-German Agreement seems one-sided. But it is at least as good an Agreement as we could hope for, provided that it is strictly carried into effect. We are told that many of the home newspapers doubt its utility, unless it be made retrospective. If by this is meant unless the past seizures of Chinese territory be restored, it is plain that those journals have nothing to hope from the Agreement, for it is certain that no Power has any intention of receding from the positions gained by it in China. If it refers, on the other hand, merely to recent occurrences—that is to say, in short, to the annexation by Russia of the south bank of the Amur—all that can be said is that, if the Agreement does not cover this, the two contracting Powers are about to make another concession to their fear of Russia. The reason for such a concession is to seek. It may well suit Germany's book to yield in this matter, which concerns her but little, with Shantung awaiting her exploitation and free competition in the centre and south guaranteed and a good understanding with Russia in Europe to be cultivated. But the consent of Britain to this aggrandisement of Russia at the expense of China will not lead to any better state of feeling between the two Powers. True, it will be consistent with our previous policy in the matter of Port Arthur; but such a consistency will only be an intolerable disgrace. Looking at the question from a purely practical point of view, which the late Government has never done, what is the advantage of our playing Russia's game in North China? We are not afraid of the accusation of Russophobia. The real Russophobes are those who cannot make up their minds to protest against the invariable advantage which falls to Russia's lot in each new Chinese complication and thereby leave their country less able each time to make such a protest.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The German Mail of the 20th September was delivered in London on the 22nd inst.

The local architects have been asked to attend the meeting of the Executive Council this morning to tender their objections to, and opinions of the action which has been taken by, the sanitary authority as to the construction of cross-walls.

The Telegraph Companies informed us yesterday that all cables between Hongkong and Shanghai are now in working order. A proof of this was given by the prompt arrival of our correspondent's telegram from Shanghai last night.

H. M. S. *Bramble* left Singapore for Bangkok on the 18th inst.

A seaman man was rowing some Europeans ashore on Tuesday when he fell overboard, and being unable to swim was drowned.

The *Formosa*, which arrived yesterday from Tamsui, Amoy, and Swatow, reported H.M.S. *Isis* and the Japanese *Idzumi* at Amoy on the 22nd, the German *Bussard* and Dutch *Holland* and *Koningin Wilhelmina der Nederlanden* at Swatow on the 23rd inst.

An alarm of fire was raised on Tuesday night, it being reported that a house in Staunton Street was ablaze. The Fire Brigade turned out and found some tar and baskets in the basement of a house to be on fire. The flames were extinguished before much damage was done.

At the Harbour Office yesterday afternoon, before the Hon. Basil Taylor (Acting Harbour Master), Yee See, No. 1 steamer on the British steamship *Peluse*, pleaded guilty to having on the 22nd inst., at Victoria Harbour, absented himself from work without leave, and was sentenced to 14 days' hard labour.

In connection, no doubt, with the approaching Shanghai Autumn Race Meeting on Thursday, Friday, and Saturday, the 1st, 2nd, and 3rd prox., many of our prominent fellow-citizens are going to Shanghai. In the list of passengers by the *Empress of China* we notice the names of Messrs. C. P. Chater, P. A. Cox, J. H. Lewis, E. W. Mitchell, and Dr. G. P. Jordan.

At the Magistracy yesterday morning three seamen connected with junk No. 163 were charged on the information of Sergeant MacDonald, with cutting earth from Crown Land at Yau-mat without a permit from the Director of Public Works. From the evidence adduced it transpired that one of the defendants had employed the other two to cut the earth, and he was fined \$50, his companions being discharged. For removing stone from Crown Land at Yau-mat, a contractor was fined \$100.

At about half-past 11 on Saturday night Sergeant MacSwayed and Inspector McEwen were standing near the Cricket Ground in Queen's Road when a soldier came by on a bicycle without a light. Sergeant MacSwayed called out to him to stop, but this he declined to do, making a noise with his mouth and going ahead. This annoyed the Police Sergeant, who called out to an imaginary constable in front "Throw him down." In consequence the bicyclist turned round by the City Hall, where he was caught, and found to be Sergeant Babbage, of the Royal Engineers. He was summoned and yesterday fined for his offence.

A Chinaman was yesterday charged with assaulting an Indian constable when in the execution of his duty at Yau-mat on Monday night. The constable said he had arrested a woman who was carrying pigwash when the defendant came up and struck him with a pole. A crowd also gathered round and called out "Tu." The constable had no witnesses. The defendant's story was that the constable asked him to carry some pigwash and because he refused to do so, saying he was not a coolie, the constable struck him with his truncheon and arrested him. His Worship did not consider there was sufficient evidence to convict and discharged the defendant.

At about seven o'clock on Tuesday night a number of coolies were engaged in carrying cargo on to a steamer which was moored alongside Jardine's Wharf at West Point. One of them placed a plank against the steamer, but as he had not done this properly another coolie who was walking along the plank with a load had a nasty fall on to the wharf in consequence of the plank slipping. Feeling annoyed he began to abuse the other coolie. From words they came to blows. Other coolies joined in the fight, and a serious row would have ensued had not an Indian constable appeared on the scene and arrested three of the offenders, each of whom was fined \$3 at the Magistracy yesterday.

The Annual Installation of the officers of Chapter St. Andrew, 218, S. C., came off on Tuesday evening, the Installing Part Principal being Ex. Comp. Kinghorn, who was assisted by Ex. Comp. O'Gourdin and McIsaac. The following were installed for the ensuing year: P. Z., Ex. Comp. J. Lockhead, H. Ex. Comp. H. B. Bridger, J. Ex. Comp. W. Muskett, Scribe E. Ex. Comp. W. M. Eversall, Scribe N., Ex. Comp. H. Jewitt, Treas., Comp. C. Lashire, P. S., Comp. J. A. Tufant, 1st Assist. S., Comp. H. E. Allen, 2nd Assist. S., Comp. S. Parfitt, Chancellor, Comp. F. Allen, I. G., Comp. J. E. Lee, Janitor, Comp. B. Jones. After the Installation, the Companions sat down to a very enjoyable supper, which was enlivened by speeches and songs.—Contributed.

A very enjoyable evening was spent at the Sailors' and Soldiers' Institute, Kowloon, on Tuesday night. An excellent programme was provided by the Naval men from the Torpedo Depot, and though it was somewhat marred by the non-arrival of the pianist, the "Tars" rose to the occasion, as they always do, and the frequent and hearty applause of a full audience testified to the success of their efforts to entertain. Songs were sung by Messrs. Robb, Pitt, Jardine, Ward, Wainman, and Wallace. Mr. Robb singing "Ora pro Nobis" with great taste and feeling. The comic element was furnished by Messrs. Mahoney and Pike, who kept the audience in roars of laughter, and Mr. Bray gave a magnificent exhibition of dancing. We hear that further concerts are to be given by the depot during the winter, and feel sure that they will attract large audiences.

The German transport *Bosnia* is crossing the Pacific with 1,100 horses on board for China.

A special committee appointed by the War Office is now engaged in experimental tests of the different types of modern rifles.

Dr. de Pae Riekey, formerly a well known officer of the steamer *America Maru*, is the surgeon on the *Nippon Maru* this voyage after a long vacation ashore. He relieves Dr. Fine.

According to a German trade journal, the value of military rifles exported from Germany to China in 1899 was Tls. 4,400,000, against Tls. 1,400,000 in 1898; artillery fuses, Tls. 2,500,000, as compared with Tls. 1,500,000 in 1899; and gunpowder Tls. 900,000, as against Tls. 500,000 in 1899.

L. A. Anzole has been arrested by the Singapore police on the s.s. *Salazie*, on a telegraphic requisition from Saigon charging him with forgery. Pending the hearing of the extradition proceedings on the 30th inst., the accused was allowed out on bail on his own personal recognizances of \$1,000.

The *Shanghai Mercury* understands that the seal of Liao Shuoheng, the Chinese President of the Board of Rites, which was taken from the Bureau at Peking after the Imperial City was occupied by the Allied Forces, is to be sold by Messrs. A. C. Russell & Co. The seal, which consists of 11 lbs. of solid silver, and is said to be 333 years old, is on view at the Astor House.

An important stimulus to the export of cattle from Queensland is being imported at the present moment by large orders on account of the German Government. The exports in question are destined for Kiao-chow, and some idea of their importance may be gathered from the fact that the German Government is understood to have already specially chartered two large English steamers for transport, while the insurance effected at Lloyd's are reported to extend to something like £250,000.

The steamer *Simoa* of the German transport fleet sailed for China from San Francisco with over 800 horses and a large quantity of fodder. Thousands of dollars have been expended in fitting the vessel for the horses, says the *S. F. Chronicle*, and before she leaves port the cost of 2,000 tons of water, to be placed in the bilst tanks in the bottom of the ship, will have to be added. It is expected that by the time China is reached the last of the large quantity of water will have been consumed by the animals.

The Fairfield Shipbuilding and Engineering Company (Limited) have contracted with Messrs. A. B. Brown, McFarlane, & Co. (Limited), of Glasgow, for a large steamer for the Nippon Yusen Kaisha Company of Japan. Particulars of the two steamers which are being built by the Norddeutscher Lloyd, and will be running next year, are now officially announced. The first, the *Kaiser Wilhelm II*, is 19,500 tons register, and 38,000, horse-power, and the second, the *Kronprinz Wilhelm*, 15,000 tons register, and 38,000 horse-power.

Mr. James McCarthy, F.R.G.S., in his recent book on *Surveying and Exploring in Siam*, records a pleasant story of a Siamese skipper of one of the vessels formerly plying between Bangkok and Chantabun who would ask his Burman passengers whether they were bound, and when they answered "To the sapphire mines," would wag his head sagely, and say, "Friend, you will find it more expensive coming back." The pious miners used to send their dead to Bangkok to ensure for them the proper funeral ceremonies. The fare for the living passenger was five ticals, for the corpse ten. The sapphire mines were in a notoriously malarious and unhealthy district.

A correspondent of the *L. & C. Express* writes: "I find that the announcement of the promotions in connection with the operations in China has by no means served to allay the bitter feeling that prevails throughout the Navy at the continued disregard of that service in the distribution of honours. Of course, the value of the services which Sir Edward Chichester rendered in the early stages of the South African War has been recognised by every prominent General in the field, but Sir Edward, like his associate, Captain Prothero, has gone unrewarded. So, too, in connection with the operations in China, it is declared that the Marines, who largely contributed, as all the *Atletichs* agree, to the safety of the Peking Legations, have been treated with singular want of generosity. A Captain of Marines has indeed been promoted to a brevet majority, but this is held to be quite disproportionate to the value of the services he rendered."

The Legislative Council at Singapore will be occupied at their next sitting in considering a Bill to amend the Harbours Ordinance. The objects and reasons are—"The regulation and control of the landing of foreign soldiers and sailors from transports and other vessels and of their movements on shore is a matter of growing importance in Singapore, which is probably the British port in which the necessity for some such regulation is most apparent. The inconvenience arising from the frequent obstruction of thoroughfares in the town, through the presence and movements in the streets of large bodies of foreign soldiers and sailors landed from transports for exercise, has been more than usually evident during the recent eastward passage through this port of the troops of various European nations destined for service in China. The Bill gives power to the Governor in Council to deal with this matter by means of Part Rules, which it is hoped will be conducive to the convenience at once of the public, the Police, and the landing parties themselves."

The German Emperor has conferred the following decorations on members of the Peking Legation:—The Order of the Red Eagle, Fourth Class, on the Counselor of Legation von Below Salasko, and on the Second Secretary, Dr. von Bergen; the Swords of the Order of the Red Eagle, Fourth Class, on the Legation doctor, Dr. Yelde, and the second interpreter, Herr Cordes; the Sword of the Order of the Crown on the student interpreter, Dr. Mercklinghaus; the Order of the Crown, Fourth Class, with Sword on Lieutenant von Loesch; a *la suite* the 8th Dragon Regiment, King Frederick the Third's (the 2nd Silesian); and the Military Insignia of the Honour, Second Class, on Herr Pfiffner, Secretary of the Chancery and boatwain's mate on the Reserve.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 23rd October, 7.40 p.m.

## FRENCH TRANSPORT SUNK NEAR KOBE.

The French transport *Caravane* has sunk near Kobe after a collision with the *Yamaguchi Maru*. Three men are missing, the rest having been saved.

## THE IMPERIAL COURT.

The Court remains at Tungkuang, the border town between Shansi and Shensi, waiting the course of events.

SHANGHAI, 24th October, 7.30 p.m.

## THE HUPEH APPOINTMENT—NATIVE FEAR FOR THE YANGTZE.

Great alarm is manifested at Hankow at the recent appointment of Yu Chang as Governor of Hupeh. It is credibly reported that the Viceroy at Wuchang has telegraphed imploring the Consuls here to urge the foreign Ministers to make an effective protest. Otherwise it is certain that disasters will follow in the Yangtze Valley.

## RETURN OF ADMIRAL SEYMOUR.

Admiral Seymour returned to-day from Taku.

## THE IMPERIAL COURT.

There is a report that the Court is still proceeding to Hsianfu, but this is doubtful. Widespread sickness is said to prevail among the Court and its followers of all ranks.

LONDON, 23rd October, 9.5 p.m.

## THE BRITISH AND CHINGWANTAO.

The *Globe* understands that Great Britain has leased from the harbour works contractors the port of Chingwantao for eight months.

## GENERAL NEWS.

LONDON, 23rd October, 9.5 p.m.

## CESSION TO BRITAIN OF THE COOK ISLANDS.

The Cook Islands, Polynesia, have been formally ceded to Great Britain.

## REUTER'S SERVICE.

LONDON, 22nd October.

## GREAT BRITAIN—AN ADDITIONAL RESERVE CHANNEL SQUADRON.

It is stated that the Admiralty is organizing an additional reserve Channel Squadron to replace the Channel fleet when the latter is cruising.

## THE TURK.

Lord Rosebery has decided to sell his racing stable.

## THE ANGLO-GERMAN AGREEMENT.

The adherence of the Powers, including Russia, to the Anglo-German Agreement is considered certain. The newspapers dwell on the high importance of the Agreement.

## HONGKONG VOLUNTEERS IN CAMP.

[FROM OUR REPRESENTATIVE.]

Wednesday Night.

This afternoon being observed as a half holiday in the city, quite a number of visitors came to the camp. The figure being considerably augmented in the evening. It being guest night. Among those who were present at dinner were H. E. the Governor and H. E. Major-General Gascoigne, both being received on their arrival by a guard of honour composed of the three Machine Gun Companies, in charge of Captain Vaughan.

After dinner a capital concert took place. In the afternoon the different units went out for shooting practice, the Machine Gun Companies going to a spot on the Kowloon City Road behind Yamat, and the other units to other parts of the Peninsula.

## FOOTBALL.

The following will compose the team to represent the "United Services" at Rugby Football against the Hongkong Football Club this afternoon in the Happy Valley at 4.30 p.m.:—H. L. Bigney, R.E. (back); E. S. J. Wigram, J.B. Wilkin, H.M.S. Argonaut, M. S. Wall, R.A.F.E. Treagus, H.L. Bigney (three-quarter backs); F. L. H. Strong, R.M.L.I., and R. C. J. (half-backs); W. Loring, C.P. Mulliken, H.E. Watson, R.A.F.E.G. St. Clair, H.E. Mulliken, H.M.S. Argonaut, Capt. T. H. Hawkins, B.M.L.I., J. Holdren, H.M.S. *Howdy*, and T. Hobson, 5th Hyderabad, (forwards). The team will play in white. We gave the H.K.F.C. team in yesterday's issue.



## THROUGH SOUTH AFRICA.

[BY ALBERT REID.]

## MR. RHODES ON THE WAR.

"We are a purely commercial company, unconnected with politics, but certainly there are strong reasons for referring to the war which is now raging in South Africa, because during the period I have mentioned, everyone of our workmen, and those of our directors who were here, have all been dealing with the science of war under various able individuals placed here by the military department. And the puzzle has always been, why this war arose. If you were to read what they term the Republican papers—of course, they are not Republican at all, because the governments which they represent are in reality oligarchies—you would really believe that our country desired to seize the neighbouring Republics. Yet, if we go into the history of the past, what do we find? We find that the gentleman who was our President of the Orange Free State, and who is now Kruger's State Secretary (Mr. Reitz), boldly stated to his close friend, Mr. Thea. Schreiner, a brother of the present Premier of the Cape Colony, so far back as 17 years ago, that the one aim and object of the party to which he belonged was to turn England out of Africa. (Hear, hear.) We will follow that train of thought. I remember very well indeed, when I went to Bloemfontein on the opening of the railway to that place, that I was approached by Mr. Borkenaghen, who, pleased for the moment by some speech I had made, invited me to throw in my lot with what he termed the African party. I have told the story before, but it is worth repeating. I asked him what he meant. He told me that the African party was working for an independent South Africa, and they would take me to their arms if I would join them. I replied that I was neither a knave or a fool. I should be a knave to leave my own people, and a fool to join him, because I should be hated by my own people and despised by his. Mr. Borkenaghen was, you remember, the closest personal friend of President Reitz, and therefore in close touch with the conspiracy which had existed for the last 20 years. Poor Borkenaghen has passed to another world, and President Reitz is now State Secretary at Pretoria.

## THE REAL CONSPIRACY.

"The impudence of these statements, that England was desirous to seize the Transvaal for its gold, is shown by these facts which I have dwelt upon, and which are vouched for by the brother of the present Cape Prime Minister, and universally believed, viz. that years and years ago Mr. Reitz vowed that the one aim and ambition of his life was to drive England out of Africa. What did we find when this war broke out? We found that the two Republics had obtained artillery of the very highest class, and immense stores of ammunition, and we know that if England had been involved in European complications, the consequences for her would have been most serious. Therefore, the boot is on the other leg. This was not a conspiracy on the part of England to seize the neighbouring Republics, but it has been a long, long conspiracy of the neighbouring Republics to seize British South Africa. They call themselves Republics. They are not Republics. Each Government consists of a small political gang. They humbug the poor Dutch people by appealing to their patriotism, and they divide the spoils among their coteries. And it is these gangs who were going to turn the British Government out of South Africa, and prepared for it by dining it into the ears of the misguided people that their independence was threatened. I should like to ask, What are these Republics? The Americans have found them out. They all came here, one after another, talking about their feeling that Republicanism in South Africa was the best thing. But they have found out that no such thing as Republicanism exists. How can a Republic be said to exist in a country where every newcomer, every South African of British descent, is treated as a slave, and rights of citizenship are vested solely in persons of Dutch birth. The poor, simple people, who land their souls over to the King who happens to be ruling in Pretoria, Bloemfontein, or Capetown, have been deceived, and they have appealed successfully to the worst prejudices of these poor farmers with whom I have worked in the past and with whom I shall be able to work in the future.

## THE DAY OF RECKONING.

"Well, gentlemen, I venture to predict that the day of reckoning is coming between the Dutch farmer and these people who have misled him. What is the Pretoria Government? Simply President Kruger and a gang of Hollanders, placemen, steeped in corruption, and the whole Government is consequently rotten. The people have no voice. Even the Dutch people have no voice. They have been deluded into the belief that their independence was threatened and all the time this old gentleman was piling up armaments to threaten the flag of Her Majesty in South Africa, and it is quite a question whether, if he had threatened it during European complications, he might not have been successful for a considerable time. And what of the Government of the Free State? They were left alone, we did not harm them. But gentlemen, and really it is the most amusing story in the world—that State has been plunged into war at the will of two individuals. We had here a rather indifferent attorney called Fischer, who left us and retired to Bloemfontein. There he became a member of the Raad, but he left it in a fit of temper, and I suppose he thought in his retirement that he could bring himself again before the public if he upset the existing order of things. And so he and that noble President, Kruger, have plunged his State into war. And their people

are going to reckon with them, not with us. Presently they will ask, "What was the fight about?" and "Where was our President?" I noticed the other day that President Steyn had been to Pretoria and Kruger sent him back with a message. He said, "I am so old I cannot lead my burghers, but tell them if I were not so old I should be leading them." This message was greeted with great enthusiasm, but curiously no one saw the humour of it. The humour was this. Why was not Steyn leading his burghers? He is a great fat, hearty man of 40 and quite physically capable of going into the field, but he preferred to stay in Bloemfontein or make trips to Pretoria, and I have not heard of Mr. Fischer, ex-attorney of Kimberley, leading the burghers either. I suppose both are now hiding in Bloemfontein or packing their trunks for Pretoria. (Laughter.) Well, I suggest to President Steyn that he should finish the balance of the war by leading his own burghers, instead of wasting his time in those passionate denunciations of England which invariably finish up with some religious cant and appeal to the Almighty. I will tell President Steyn that if the Almighty looked down upon this part of the world, He would ask him why the Republics treated all those white people as slaves, why the Government of Pretoria was corrupt, and why it was not possible to share the Government of that big country with the people who came to settle there from other lands? The Dutch politicians claimed the right of priority, but what did it amount to? So far as those Republics are concerned, it does not extend back beyond my personal life; it is not the right of priority which belongs to old countries like Portugal, Italy, or some of the old Empires of Europe. The Transvaal and the Free State have barely existed one generation, and therefore when you talk about priority, such right as it gives belongs to the native, and to speak of "One Land" on the basis of a temporary occupation dating back 25 or 30 years before the arrival of the Uitlander is insolent presumption. That is the reply to make to this wretched nonsense about "One Land" and priority of occupation, because all contention will be over with the recognition of equal rights for every civilised man south of the Zambesi.

## THE MISLED FARMERS.

"That principle for which we have been so long striving is the crux of the present struggle, and my own belief is that when this war is over a large number of Dutch farmers in this country will throw in their lot with us on this basis, that neither shall claim any right of preference over the other. We have no feeling against them. We have lived with them, shot with them, visited with them, and we find, owing I suppose it is to the race affinity, there is not much between us. But they have been misled by these gangs at Pretoria, Bloemfontein, and even Capetown, and I say that now they have not to settle with us, the Uitlanders, they have got to settle with those who have used them for their own base and immoral purposes—I speak warmly because I have been through it all.

## RECENT EVENTS.

"I might add a few words on our experiences of the past few months. I have to tell the shareholders in Europe that we have for the last four months devoted the energies of our Company to the defence of this town. (Hear, hear.) The first question that cropped up when I arrived was whether, with regard to our 2,000 workmen upon whom were dependent 4,000 women and children, we should adopt what I suppose is usual in other parts, the half-pay system. I and my fellow directors looked at it broadly, and we came to the conclusion that with the troubles and trials coming upon us it would be very small-minded on our part to put our employees on what I may call board wages, and the result was our people received their usual pay, only instead of digging diamonds they were fighting Boers. (Hear, hear.) I feel sure that the European shareholders will not cavil with us for adopting that view. In many ways afterwards we learned the strength of a great corporation, for we were able by the means ready at our disposal to materially assist the defence of the place. We were able to make a searchlight to keep the Boers at a distance. When the water supply was cut off, we pumped water from our own mines; when they raided the mules, and the sanitation of Kimberley was brought to a standstill in consequence, we were able to place others at the disposal of the Municipality, when we saw your defence was deficient in regard to mounted men we were able to buy 800 horses, and to assist the military authorities in creating a mounted force. We also called upon De Beers workmen to form a corps themselves. They responded most nobly to the request. Then we dealt with another difficulty. Owing to the town being shut up, 3,000 to 4,000 people were out of work. It came home to us at once that these people could not starve and as they could not get away, the sensible thing was to employ them on public works. Perhaps in the future the roads we have created will be pleasant to you; at the same time by adopting that course, we saved the citizens from the danger of their houses being robbed in search of food by a desperate and starving population. (To be continued.)

"A Horse and the Empire Society" has been formed at home to keep before the public the necessity of a reliable supply of horses for the Army. There are already nearly two hundred members, and an expert has the affairs of the Society in hand. The Society, of course, goes further than the maintenance of an abstract proposition. It intends, firstly, to establish a national stud to be carried on by the Government under the management of the Farmers' Improvement Society; and, secondly, to inaugurate a comprehensive scheme for a reserve of horses in time of war.

## SUPREME COURT.

October 24th.

## IN SUMMARY JURISDICTION.

BEFORE THE HON. T. SEECOMBE SMITH (ACTING PRINCIPAL JUDGE).

LEMM V. CHAN YUK CHUN.

In this case the plaintiff, Mr. John Lemm, architect, sought to recover from Chan Yuk Chun, of 48, Bonham Street, \$875 for professional services rendered in preparation of plans and specifications and procuring tenders for the erection of buildings on part of the Fraya Reclamation belonging to the defendant, or to which the defendant is entitled by a Crown Lease. Mr. d'Almeida, a Counsel, appeared for the plaintiff and Mr. Evans for the defendant. He said this case had been settled by payment of a smaller sum than the amount claimed—\$550. He therefore, would ask his lordship for leave to withdraw the case. His Lordship—Very well. The case was accordingly withdrawn.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

KANG YU-WEI AND THE KWANG-TUNG REBELS—A DISCLAIMER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 24th October.

SIR,—As the insurgents at Huichow have been making use of my name in connection with their movements, I desire to state to the public that neither I nor any member of my Reform Party have ever been associated with the troubles at Huichow.—I am, etc.

KANG YU-WEI.

[We were asked to insert the above by a gentleman claiming to represent the "Reformer."—Ed.]

## THE "TERRIBLE" FUND.

TO THE EDITOR OF THE "DAILY PRESS."

18, Bank Buildings.

24th October.

DEAR SIR,—I should be much obliged if you would kindly make known, through the medium of your columns, the fact that the balance of the Terrible Fund, amounting to \$1,069, was forwarded by me to-day to Captain Percy Scott at Wei-hai-wei, he having informed me by letter that the Fund could be most usefully applied in assisting the widows of the deceased members of the crew of the Terrible and also in helping those who have been disabled.—I am, dear sir, yours, etc.

H. E. POLLOCK.

Hon. Secretary,

Terrible Committee.

## JAPAN AND THE AMOY-FORMOSA PASSAGE.

TO THE EDITOR OF THE "DAILY PRESS."

Taikoku Shinkai, Formosa.

19th October.

SIR,—It is not right to state that if the Douga, as Company had "looked ahead" some years ago, they might still be possessors of profitable trade. Their attempt to retain a monopoly of Formosa trade with highest freight rates and 25 per cent passage money to Amoy—an eighteen-hour journey—met the natural defeat. First attempts were made to compete by other steamship companies, but the instant falling of Douga's charges drove others out. It was bad for Formosa, and as they could not compete otherwise a government subsidy was given. Now we have reasonable freight and passage charges.

The Osaka Shosen Kaisha of Japan will find amusement in "Look Ahead" writing that the Osaka Shosen Kaisha is owned by Formosa officials. We say "one line of falsehood, burn the book." I enclose my card.—I am, etc., M. Y.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 25th October, at 4.15 p.m.

ORDERS OF THE DAY.

- 1.—Proposed reply to Colonial Secretary's letter No. 1870, dated October 8th, 1900, concerning the Inspector's quarters at Kennedy Town.

- 2.—Minutes relative to the proposed crematorium for dead cattle at Kennedy Town.

- 3.—Reply from Colonial Secretary regarding the proposed refuse destructor.

- 4.—Reply from Colonial Secretary to the Board's recommendation relative to sub-section (c) of section 7 of Ordinance 34 of 1899.

- 5.—Suggested alterations to the drainage bye-laws.

- 6.—Report of the Surveyor for the third quarter of 1900.

- 7.—Dr. Wm. Hargan, pursuant to notice, will move—

- 1.—The Board having noticed that it is the intention of the Government to construct a new market for the Western district, and that the Government have approved of the erection of a "Plague Hospital" in the same district, the Board request that the plans, &c., of such new buildings be submitted to them for suggestions.

- 2.—That in future the plans of all buildings management, such as markets, &c., or such as have a direct connection with the health of the Colony, such as infectious hospitals, public conveniences, &c., may be submitted to the Board by the Government.

G. A. WOODCOCK,

Acting Secretary.

## AGENDA.

- 1.—Minute by the Medical Officer of health relative to street watering.

- 2.—Results of the examinations made under the Sale of Food and Drugs Ordinance, 1899.

- 3.—Telegram from Colonial Secretary, Singapore, relative to two suspected cases of plague reported from Penang.

- 4.—Statement showing the number of plague cases and deaths in Bombay City, from 28th August, 1900, to 14th September, 1900.

- 5.—Lime-washing return for the fortnight ended October 22nd.

- 6.—Mortality returns from Mexico for the weeks ended 7th and 14th October, 1900.

- 7.—Mortality Statistics for this Colony for the weeks ended 8th and 15th October, 1900.

## THE DAIRY-FARM COMPANY, LIMITED.

The following is the report for presentation to shareholders at the fourth ordinary yearly meeting, to be held at the Company's depot, Wyndham Street, on Friday, the 16th November, at noon.

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1900. The profit for the year (including \$2,117.71, brought forward from last account) after writing off \$2,662.14 for depreciation, providing for bad debts and directors' and auditors' fees, amounts to \$18,085.35, from which it is proposed to pay a dividend of one dollar per share, absorbing \$1,000; to transfer to reserve \$5,000 and carry forward \$2,085.35.

## DIRECTORS.

The Board have to deplore the death of Capt. Eurnie, who had been a director of the Company since September, 1892.

Captain Tillet and Dr. Noble retire by rotation, and being eligible offer themselves for re-election.

## AUDITOR.

Mr. F. Henderson being absent, Mr. W. H. Gaskell has audited the accounts in his stead. Mr. F. Henderson offers himself for re-election at this meeting.

A. TILLET,

Chairman.

Hongkong, 18th October, 1900.

BALANCE SHEET, 31st JULY, 1900.	\$ c.
To capital, 10,000 shares at \$7.50 each.	75,000.00
Less not called up, \$1.50 per share.	15,000.00
	60,000.00
To accounts payable.	4,514.32
To dividend uncollected.	806.23
To profit and loss.	18,085.35
	\$83,406.15

By cattle.	\$32,138.99	\$ c.
Less written off.	3,138.99	
	29,000.00	
By property.—Farm lots 18, 19, 23 and 38.	\$10,000.00	
By buildings.	\$10,000.00	
Less written off.	200.00	
	10,000.00	
By town depot.	\$1,000.00	
By stores and utensils.	\$1,000.00	
Less written off.	433.15	
	1,000.00	
By cash in bank and on hand.	7,051.42	
By Hongkong and Shanghai Bank, deposit.	8,000.00	
By accounts receivable.	6,834.73	
By feeder's arduum.	500.00	
	\$83,406.15	

PROFIT AND LOSS ACCOUNT.	\$ c.
To written off cattle.	\$3,138.99
To written off buildings.	200.00
To written off stores and utensils.	433.15
To Furniture (written off).	240.00
	4,012.14
To bad debts.	32.96
To directors' and auditors' fees.	1,022.00
To balance.	18,085.35
	\$23,895.45

By cattle from last year.	\$5,717.71	\$ c.
Less dividend.	3,600.00	
	2,117.71	
By transfer fees.	2.30	
By balance of working account.	21,855.24	
	\$23,895.45	

By each in bank and on hand.	7,051.42	\$ c.
By Hongkong and Shanghai Bank, deposit.	8,000.00	
By accounts receivable.	6,834.73	
By feeder's arduum.	500.00	
	\$23,895.45	

By each in bank and on hand.	7,051.42	\$ c.
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	\$23,895.45	

By each in bank and on hand.	7,051.42	\$ c.
By Hongkong and Shanghai Bank, deposit.	8,000.00	
By accounts receivable.	6,834.73	
By feeder's arduum.	500.00	
	\$23,895.45	

By each in bank and on hand.	7,051.42	\$ c.
By Hongkong and Shanghai Bank, deposit.	8,000.00	
By accounts receivable.	6,834.73	
By feeder's arduum.	500.00	
	\$23,895.45	

By each in bank and on hand.	7,051.42	\$ c.
By Hongkong and Shanghai Bank, deposit.	8,000.00	
By accounts receivable.	6,834.73	
By feeder's arduum.		



## NEW ADVERTISEMENTS

## HONGKONG JOCKEY CLUB.

OWING to the source of supply of China Point being interrupted, the HONGKONG DERBY of 1901 will be reserved for WALTERS, a number of which are being ordered from Sydney on subscription terms. The subscription Griffiths already ordered will also be eligible for entry. No nomination of a horse or pony otherwise procured will be accepted. Members wishing to subscribe for a Walter entitled to be entered for the Hongkong Derby 1901 will oblige by applying at once to the undersigned.

T. F. HOUGH,  
Clerk of the Course,  
Hongkong, 25th October, 1900. [2733]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship

"FORMOSA."  
Captain Hodgins, will be despatched for the above ports TO-MORROW, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers,  
Hongkong, 24th October, 1900. [2733]

"THE OSAKA SHOSHEN KAISHA, LIMITED."

FOR FOCHOOW VIA SWATOW AND AMOY.  
The Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 25th October, 1900. [2524]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.  
The Company's Steamship

"CHINGTU."  
Captain Williams, will be despatched as above on SATURDAY, the 10th November.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 25th October, 1900. [2735]

FOR NEW YORK VIA SUEZ CANAL.  
The Steamship

"HULLGLEN"  
will be despatched for the above port on or about the 26th November, 1900.

For Freight, apply to  
DODWELL & CO., LD.,  
Agents,  
Hongkong, 25th October, 1900. [2736]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND BIRKENHEAD.  
The Company's Steamship

"CHINGWO."  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st instant, at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO.,  
Agents,  
Hongkong, 24th October, 1900. [2734]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, ROTTERDAM, COLOMBO AND SINGAPORE.  
The Company's Steamship

"INABA MARU."  
having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 31st instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 18th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA,  
Agents,  
Hongkong, 24th October, 1900. [2737]

## HONGKONG JOCKEY CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the City Hall on SATURDAY, the 27th October, at 12.15 P.M.

BUSINESS.—To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 15th October.

By Order.  
T. F. HOUGH,  
Clerk of the Course,  
Hongkong, 17th October, 1900. [2670]

## NOTICE.

STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.

For terms, &c., apply to  
LAPRAIK, CASS & CO.,  
Amoy, 10th October, 1900. [2636]

## ENTERTAINMENT.

## ST. GEORGE'S HALL.

MR. ALEC MARSH

AND

MR. A. G. WARD

beg to announce their

FIRST SUBSCRIPTION

CONCERT

(UNDER DISTINGUISHED PATRONAGE)

will take place

TO-NIGHT (THURSDAY),

25TH OCTOBER, AT 9 P.M.

MESSRS. MARSH and WARD will be kindly assisted by MESSEMS BREWITT, LANE and MUDIE, and MESSEMS LAMBERT, HILL, GRIMBLE, SCHROETER, and GRACA.

PRICES.  
For Series of Three Concerts ..... \$7.50  
For One Concert (Reserved) ..... 3.00  
Unreserved Seats at Single Concerts 1.00

Tickets and Plan of Hall at the ROBINSON PIANO CO.  
Hongkong, 20th October, 1900. [2639]

## AUCTIONS.

## PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from J. Y. V. VERNON, Esq., to Sell by Public Auction,

SATURDAY,  
the 27th October, 1900, at 2 P.M. sharp, within the Residence, "Caldor," Macdonnell Road.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

therein contained, comprising—  
MIRRORS, DINING and DRAWING ROOM FURNITURE, TABLES, CROCKERY, BLACKWOOD WARE, OIL PAINTINGS, ENGRAVINGS, CARPETS, RUGS, BEDSTEADS, COOKING STOVE, DINNER SERVICE, One No. 4 BULLET KODAK, &c., &c.

Also,  
One COMBINATION IRON SAFE, by Versteaen, Paris, and One COTTAGE PIANO, by Pleyel.

Catalogues can be had on application from Friday a.m.

HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 25th October, 1900. [2719]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,  
the 29th October, 1900, at 2.45 P.M., at WAGENING, the Peak (the Residence of Captain CARLYLE, A.O.D.),

THE WHOLE OF HIS HOUSEHOLD FURNITURE, comprising—  
DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE.

Particulars can be seen from Catalogue. TERMS—As Auctioneers.

GEO. P. LAMBERT,  
Auctioneer,  
Hongkong, 24th October, 1900. [2731]

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions from the Mortgagee to Sell by Public Auction, in One Lot, on

MONDAY,  
the 29th October, 1900, at 3 O'CLOCK P.M., at their Sales Rooms in Ice House Street.

All that One equal undivided Fourth Part or Share of and in all that PIECE or PARCEL of GROUND situate, lying and being at Kowloon point, the dependency of Kowloon and Colony of Hongkong, and registered in the Land Office as Kowloon Island Lot No. 607 and of and in all Messuages or Tenements Erections and Buildings thereon, held from the Crown for a term of 75 years from the 25th December, 1888.

Total Area of the whole lot, 43,576 Square Feet; Crown Rent of the whole lot, \$200 per Annum.

For further Particulars and Conditions of Sale, apply to—  
MESSRS. JOHNSON, STOKES & MASTER,  
No. 12, Queen's Road Central,  
Solicitors for the Vendor, or to

THE AUCTIONEERS,  
Hongkong, 22nd October, 1900. [2706]

## W. BREWER &amp; CO.

## NEW BOOKS.

China's Open Door, by Consul-General Wildman ..... \$3.50  
China in Decay, by Alexis Krausse ..... 3.50  
China and the Present Crisis, by Walton ..... 1.50  
All the World's Fighting Ships, by Jane ..... 9.00  
Cavalries of the Army, 12 Parts ..... 4.20  
Wide World, Volume 5 ..... 3.50  
The Captain, "A Book for Boys," Vol. 3 ..... 3.50  
Tropical Diseases, by Morrison, Revised and Enlarged ..... 6.50  
Nautical Almanack, 1901 ..... 1.50  
European Settlements of the Far East ..... 3.50  
Golden Deeds of the War ..... 2.25

## NEW STOCK.

NEW STAMP ALBUMS, INDIAN CIGARETTES, CROQUET LAWN BOWLS, AYER'S TENNIS BALLS (covered and uncovered), 23 & 25, Queen's Road, Hongkong. [31]

DAVID CORSAIR & SON'S

MERCHANT NAVY, NAVY BOILED, LONG FLAX, BELLAIR CROWN, TARPULING, ARNOLD, KARBURG & CO., Sole Agents.

China's Open Door, by Consul-General Wildman ..... \$3.50  
China in Decay, by Alexis Krausse ..... 3.50  
China and the Present Crisis, by Walton ..... 1.50  
All the World's Fighting Ships, by Jane ..... 9.00  
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Golden Deeds of the War ..... 2.25

## ENTERTAINMENT.

## "RUGBY FOOTBALL,"

BY

ARTHUR J. GOULD

(WHO HAS PLAYED IN TWENTY-SEVEN INTERNATIONAL MATCHES).

THE following SPECIAL ARTICLES

are now appearing weekly in the Hongkong Daily Press:—

4.—FOUR THREE-QUARTERS V. THREE.  
5.—GREAT PLAYERS OF THE PAST.  
6.—GREAT PLAYERS OF THE PRESENT.  
7.—THE NORTHERN UNION'S EFFORT ON THE GAME.  
8.—IS RUGBY FOOTBALL DETERIORATING?

Hongkong, 10th October, 1900. [2620]

IMPERIAL BANK OF CHINA.

## NOTICE.

WHEREAS THE IMPERIAL BANK OF CHINA'S Premises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom:—

100,000 Notes of 5 Maes each—  
Nos. 0001 to 100,000.

100,000 Notes of 1 Tael each—  
Nos. 0001 to 100,000.

20,000 Notes of 5 Taels each—  
Nos. 0001 to 20,000.

10,000 Notes of 10 Taels each—  
Nos. 0001 to 10,000.

The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.

By Order of the Board of Directors,  
For the IMPERIAL BANK OF CHINA,  
(Sgd.) A. W. MAITLAND,  
Acting Chief Manager,  
Hongkong, 20th September, 1900. [2456]

## POSTPONEMENT.

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on WEDNESDAY, the 21st October, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 25th October, 1900. [2705]

## WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,  
No. 11, LEE YUEN STREET, EAST.  
Hongkong, 25th July, 1900. [3074]

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong, 29th September, 1900. [2534]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary,  
Hongkong, 12th October, 1900. [2637]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that the FINAL CALL of 50 cents per Share on B Shares numbered—

15501—15600 35304—35403 52006—52009  
17251—17300 36536—36535 52872—52721  
17351—17400 36761—36833 53065—53078  
18251—18300 37367—37376 53302—53303  
19451—19500 38332—38341 54437—54438  
19651—19700 39041—39045 54631—54632  
20621—20630 41056—41155 54831—54837  
20041—20050 42324—42333 54736—54738  
21096—21105 43359—43383 54732—54733  
21211—21310 43884—43983 54768—54770  
21381—21480 45632—45731 54833—54836  
21741—21820 46332—46381 55452—55463  
22338—22347 46532—46536 55464—55477  
23063—23062 46632—46631 55074—55080  
23183—23282 47022—47021 56435—56534  
23483—23512 49072—49071 56878—56977  
26794—26843 49072—49071 56878—56977  
29072—30071 50018—50031 57051—57200  
28886—28923 50050—50061 57051—57200  
32820—32861 50925—50922 58171—58180  
33312—33336 50324—50337 58983—58980

Must be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notices are also given that in the event of non-payment of such Call at the Office of the Company aforesaid on or before the said first day of November, 1900, the above mentioned Shares will be FORFEITED.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 26th October, 1900. [2701]

## INSURANCES.

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899, £14,409,039.

I. AUTHORIZED CAPITAL, £3,000,000 0 0  
SUBSCRIBED CAPITAL, 2,750,000 0 0  
PAID-UP CAPITAL, 687,500 0 0  
II. FIRE FUNDS, 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents,  
Hongkong, 16th May, 1892. [32]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents,  
Hongkong, 21st April, 1897. [9]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following—  
£22,000 in case of death by accident.  
£1,000 in case of natural death.  
£1,000 in case of permanent total disablement by accident.  
£500 in case of partial total disablement by accident.  
£6 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to  
J. Y. V. VERNON,  
Agent,  
Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL, £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,  
Agents,  
Hongkong, 18th May, 1900. [1512]

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zeland Street, Auctioneer, Appraiser,  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE  
WESTERN HOTEL.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

W. BROWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class As-  
sisted Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 59a,  
Queen's Road Central.

## DENTISTS

WONG HOMI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers.  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR.

SPEERY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Speery's xxx,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.  
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN  
A CHEE & CO., Established 1859.  
Every Household Requisite.  
Eastman's Kodak Films and  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LITTON, LD.,  
8 and 10 D'Aguiar Street.  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silverware, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 30,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,  
Gold and Silverware, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bridles, Human Hair, Fea-  
thers, 88, Queen's Road Central.

## THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING  
COMPANY, Head office, 62A, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

## MERCANTILE AGENT

WOODS & CO.,  
District Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.

E HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, &c.; Devel-  
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Exporter of Real Hand-made Torchon Lace  
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THE WORKS are well equipped with the  
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The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1619]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

Wm. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [189]

SIEN TING,  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [2482]

## SPORT AND ANECDOTE.

## By An Old Fox.

DOWNER'S CONFESSIONS.  
For unsavoury reading generally "Running  
Recollections: Autobiography of A.R. Downer,"  
is bad to beat—I mean for those who still be-  
lieve in the good old days of amateurism. The  
admissions contained in the book are anything  
but flattering to those concerned, and are such  
as to make the reader come to the conclusion  
that a good deal of the sham and untrustworthy  
are now associated with the running-track. It  
is quite evident that there is more honour in  
being a honest professional than a pretended  
amateur who is nearly always under suspicion.

Any regular frequenter of athletic festivals  
wonders how certain young men manage to  
travel up and down the country for the mere sake  
of the prizes offered, but after reading what  
Downer has to say we need wonder no longer.

Club managers are in many cases more to blame  
than the competitors themselves, who naturally  
find it very hard to withstand the inducements  
that are put forth in order to secure their attendance  
and thus help to make up a programme that  
will attract the public. If it were not for these  
baits we should not have half the corruption  
that we know prevails. If we had any doubt on  
the point Downer furnishes enough evidence  
to convince the most sceptical. What he tells  
will not be new to the "inner circle," but it  
may open the eyes of the majority of people who  
are content with patronising a sports meeting  
now and again. Whilst saying this much, how-  
ever, we must not jump to the conclusion that  
there are no amateurs. There are plenty of  
athletes who compete for the pleasure they  
get out of it, and who care less for the value  
of the prizes than for the mere honour of  
winning; but these, also, are few and far  
between, especially away from the universi-  
ties and public schools. Young men who are  
engaged in regularly working for their living  
and have only the evenings for training pur-  
poses, cannot afford to stomp the country as  
many athletes do; and I am afraid it is amongst  
this class that sham-amateurism flourishes.

They doubtless start on their career with the  
best of intentions, but many of them give way  
to the temptations that surround them in the  
dressing-room and training places, and by  
and bye their better nature is unmastered. The  
mistake on their part is that they agree to still  
pose as amateurs instead of either giving up the  
sport or coming right out as professionals. To  
play the double game does not last long, and  
when they are found out the cause of athletics  
suffers.

TRIPLE WINNER OF SCOTTISH CHAMPIONSHIPS.  
Downer was born in Jamaica, but he has  
practically made Edinburgh his home since he  
was quite an infant. At the age of 13 he won  
his first race as a schoolboy in 1885. One of  
his earliest prizes at 14 years of age was a spirit  
flask! It was as a member of the Glasgow  
Football Club that he began the serious business  
of training, having already made up his mind  
that he would never shine in the world as an  
ingenier and millwright. Business has never  
had any attractions for him. His whole mind  
seemed bent on the pursuit of athletics. He  
soon began to make his mark, and in 1893 he  
won the 100, 220, and 440 yards Scottish cham-  
pionships, and this after playing billiards until  
four o'clock in the morning! He carried off  
the same events the two following years. It  
was in 1899 that he first met that splendid sprinter  
C. A. Bradley, of Huddersfield. The latter  
gave the Scottish champion three yards in  
120 and beat him. After this the two often  
competed from scratch at 100 and 120 yards,  
the majority of the fixtures going to the credit  
of the Englishman. Downer thinks he could  
have given Bradley a better race when they  
came together in the 100 yards' championship  
at London had it not been for an accident some-  
time previously. In their many races Bradley  
was invariably in front at 50 yards, after which  
the Scotchman pulled up and gained ground  
as they approached the tape. Downer has ap-  
peared in so many important events during the  
past ten years that it would be wearisome to  
attempt to go through them. He speaks very  
highly of his matches with L. C. Dredin, who,  
it will be remembered, went over to the pro-  
fessional ranks solely because he wanted to meet  
the best man. Dredin has always run fair  
and square, and he is one of the gamest men  
who ever put on a pump.

HIS SUSPENSION.  
When Downer was suspended along with  
other amateurs by the A.A.A. in 1896 there was  
something like a sensation. Only two days  
afterwards, as he says, he had "taken the bull  
by the horns" and signed an agreement to run  
a race against Barden, the cyclist. This was  
the beginning of his professional career. He  
beat his opponent somewhat easily. Downer's  
appearance before the Athletic Association did  
not trouble him much, for he speaks of it as  
"being vastly amusing," and of getting his  
money's worth of fun out of the meeting.

Let me reproduce Downer's own statement of  
the way in which amateurs are approached  
by the promoters of athletic meetings:—  
"In 1895 my presence at athletic gatherings  
invariably proved a big draw, generally for  
the reason that I was the only man who  
could give Bradley a race in a level 100  
yards, but often because I could run any  
distance from 100 yards to 440. Hence I was  
the recipient of many inducements to appear at  
the various meetings throughout the country.  
These transactions were generally negotiated  
through a third person. For instance, my  
presence might be desired at, let us say, 'Mid-  
dletown.' The 'Middletown' secretary would  
go to a friend of mine and perhaps remark:  
—'I believe you know Downer, don't you?'  
—'Slightly,' would probably be remarked. 'Do  
you think you could get him to run at our  
sports?' If my friend were at all acquainted  
with the secretary he would take him aside, and

say: 'Look here; what will you give him?'  
A sum having been stated, my friend would  
communicate with me, and the affair would be  
settled to the satisfaction of all parties. Often,  
however, the secretary, or some other member  
of his committee, would be deputed to wait upon  
me with a view to securing me for their sports.  
He would, perhaps, be allowed to run to a cer-  
tain sum, and if that did not satisfy my require-  
ments, the deal would be off. This was a very  
simple way of doing business, and committees  
of sports-holding clubs would do well to take  
notice.' As my readers will see for themselves  
Downer made a pretty good thing out of his  
bargains, and it seems a bit uncharitable for  
him to declare that 99 per cent. of the "gentle-  
men" who compete are not amateurs according  
to the literal translation of the word. He con-  
demns the "smug hypocrisy of the governing  
body who recognise these things, and, knowing  
them to be contrary to their laws, make no at-  
tempts to prevent them, because they know that  
by doing so they will bring about their own  
undoing." There is much more of the same  
sort of thing in Downer's volume, and very  
little indeed to commend itself to the mind of  
the genuine lover of British sports. When a  
man runs a trial with lead weights in his hands  
in order to deceive the few who may be present,  
it is not conduct that we can approve of, and  
this is openly admitted. In fact, going through  
Downer's admissions gives one a very low idea  
of sport.

MUSCULAR CHRISTIANITY.  
Both in the war in South Africa and during  
the trouble in China we have had many illu-  
strations of the use a knowledge of athletics  
have been to men who have been exposed to ex-  
treme danger. Quite recently a story went  
the round of the papers of the way in which a  
muscular parson disposed of a number of Chi-  
nese who sought the lives of himself and his  
little party. He simply knocked them down  
with his fists as fast as they came on, and it is  
a satisfaction to know that the little band that  
he protected so bravely escaped with their  
lives. In the *Temple Magazine* appears a very  
readable article by Fred W. Ward on "Mus-  
cular Christianity." Some of the men that he  
writes about are very well known in the  
field of athletics, and he quotes many instances  
in which a knowledge of one branch or an-  
other has been turned to profitable account.  
The number of ministers of religion who in-  
dulse in cycling or golf is almost without end,  
while others have made their names as cricketers  
or on the running path. Football, too, has  
many followers, such as the Rev. the Hon. J.  
Stafford Northcote, Vicar of St. Andrew, West-  
minster, who was a member of the first Rugby  
football club that played for Manchester. The  
Rev. R. W. Sealy, who is well known in and  
around Westward Ho, Bilford, took part in  
early England v. Scotland, London v. Sheffield,  
and North v. South matches, and was a member  
of the first team that won the Football Associa-  
tion Cup. He is equally at home as a cricketer,  
carman, and golfer. "I feel sure," says he,  
"that the whole tone of conversation and be-  
haviour among cricket and football teams may  
be and should be influenced for good by the  
presence of men who are not ashamed to be  
both athletes and Christian gentlemen." The  
late Bishop of Liverpool, who passed away  
well over 80 years of age, was captain of  
the cricket eleven of Eton and Oxford, and  
could handle an 'oar with most men. The  
Rev. C. Pierpoint Edwards is known as the  
fighting parson," and to be able to defend  
one's self when compelled to do so may turn  
aside serious danger. Mr. Edwards is held in  
deep esteem by the doctors of London. "It was  
many years ago," says Mr. Ward, "I met Mr.  
Edwards, just after he had been the recipient  
of a service of plate from the police force of  
the district, as a kind of thank-offering for services  
rendered during the progress of a street riot.  
On that occasion Mr. Edwards found the  
"manly art" a useful accomplishment, although  
he passed the matter off with a smile and a wave  
of the hand when I suggested the unruly spirits  
of the neighbourhood would treat him with  
healthy respect in the future. 'I cannot box,'  
remarked the reverend gentleman, 'I go  
through life, saving up a blow for anyone who  
asks for it. I can only fight.'"

THE HEROES OF THE CRICKET SEASON.  
If one were asked the question, who are the  
heroes of the first-class cricket season that has  
just come to an end, the answer would come  
readily to one's tongue: Prince Ranjitsinhji  
and Wilfred Rhodes. One has had a wonder-  
ful time of it in piling on runs just as the other  
man has had a great harvest in the shape of  
wickets. For the second successive year the  
Prince has made upwards of 3,000 runs, a feat  
never attained by any other batsman. There is  
no doubt whatever that he is the most dis-  
tinguished batsman of the present day. In  
Wisden's Almanack for 1899 we find the fol-  
lowing comments about "Ranji" at the  
beginning of his career:—"Ranjitsinhji's in-  
troduction to the (Cambridge) eleven was  
admirably justified. Though he failed against  
Oxford (he was out for 9 and 0) he played a  
number of good innings in other matches,  
and his fielding at slip was quite exceptional  
in its smartness. Not even the captain worked  
more keenly for the well-being of his side. At  
Cambridge the young Indian made himself

highly popular, and he is not likely to forget  
the reception accorded him by the public when  
he played in London." Since this was written  
"Ranji" has steadily worked himself into the  
position of first favourite, for he is easily the  
most popular cricketer in the world. How he  
has come on since he was given a trial in the  
Seniors' match at Cambridge in May, 1899.  
His scores were 3 and 29. Now he stands  
credited with an aggregate of 3,065 runs in  
first-class fixtures alone. He made 98 more runs  
last year, but he went to the wickets 18 times  
often than he has done this summer. The  
magnitude of his performances will be soon  
when it is pointed out that his batting aver-  
age of 87 is 26 per innings better than  
the average of C. B. Fry, who comes second in  
the list. He has also made the top score of  
275, and turned into the third century on five  
occasions. In every way Ranjitsinhji has had  
a remarkably good time of it. In bowling the  
young Yorkshireman Rhodes is just as far  
ahead of all rivals. Besides himself only  
Albert Trott, the ex-Australian, has captured  
upwards of 200 wickets, and a margin of just  
50 wickets separates the doings of the two.  
Rhodes' 261 have been obtained at the com-  
paratively cheap cost of 13.81, whereas Trott's  
come out at 23.33. Rhodes has fairly estab-  
lished his claim to be the best slow bowler in  
England, and as he has youth on his side there  
ought to be years of service before him. The  
two "R's," "Ranji" and Rhodes, are clearly the  
heroes of a highly interesting season.

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Tokai Cotton Spinning Mills,  
Mitsui Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,  
M. FUJISE,  
Manager.

Hongkong, 19th August, 1899. [27]

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NEW LEE ENFIELD 303 MATCH  
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EVERY KIND OF SPORTING RE-  
QUISITE.

WM. SCHMIDT & CO.,  
Gunsmiths.

Hongkong, 22nd September, 1900. [121]

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Nos. 76 & 78, DES VEAUX ROAD (OLD PRAYA  
CENTRAL).

NOTICE is hereby given that WING KIT  
and A TYE are no longer connected  
with the above firm, both having been dismissed  
as foremen. On and after the 22nd September  
we shall not be responsible for their liabilities or  
their dealings, &c., &c.

Customers are respectfully requested hence-  
forth to communicate direct with this firm, or  
through our Assistants who are authorised to  
go on behalf of customers for orders for, &c., &c.  
Dated Hongkong, 22nd September, 1900. [248]

PORTLAND CEMENT  
J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [2724]

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New and second hand Launches for Sale.  
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H. F. CARMICHAEL,  
B. J. BARLOW.  
Hongkong, 1st June, 1899. [1637]

NOTICE.  
THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press, and the  
Chronicle and Directory for China, Japan,  
&c., at Macao, and they are authorized to  
collect all accounts due to the Daily Press  
Office on and after this date.

A. CUNNINGHAM,  
Manager.  
Hongkong, 4th October, 1900. [2537]

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

Wm. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [189]

SIEN TING,  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [2482]

Bracing!  
Refreshing!  
Invigorating!  
ADD A LITTLE  
Cond's Fluid  
TO YOUR BATH.

THE STRENGTHENING EFFECT IS MARVEL-  
LOUS. A BOTTLE OF Cond's Fluid, English  
MADE, IS THE ONLY REMEDY  
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MARSEILLES & LONDON DIRECT	MALTA	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORT, &c.	SARUNIA	Eren. str.	—	Aubert	MESSAGERIES MARITIMES	On 2nd Nov., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. PORT, &c.	SARUNIA	Eren. str.	—	Schlaefke	CARLOWITZ & CO.	On 5th Nov., at 1 P.M.
HAVRE & HAMBURG	SARUNIA	Eren. str.	—	Forek	CARLOWITZ & CO.	On 3rd Nov.
HAVRE & HAMBURG	ANDRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 22nd Nov.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Janson	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	O. P. Marshall, R.N.R.	SHEWAN, TOMES & CO.	To-morrow, at Noon.
NEW YORK VIA SUEZ CANAL	ILLIGLEN	Brit. str.	—	M. J. Curlew	DODWELL & CO., LIMITED	On or about 20th Nov.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Jap. str.	—	W. Watt	CANADIAN PACIFIC R. CO.	On 21st Nov.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EDZUMI MARU	Jap. str.	—	Kennedy	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MOONSHIN	Brit. str.	—	—	DODWELL & CO., LIMITED	On 10th Nov.
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SAN FRANCISCO VIA AMOY, &c.	COTIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 30th inst.
SAN FRANCISCO VIA AMOY, &c.	CARLISLE CITY	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 8th Nov., at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	YAWATA MARU	Jap. str.	—	McArthur	O. & O. S. S. Co.	On 17th Nov., at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	A. E. Mosses	BUTTERFIELD & SWIRE	On 20th Nov.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	T. Moore	GIBB, LIVINGSTON & CO.	To-morrow, at Daylight.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 9th Nov., at 4 P.M.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 10th Nov.
NAGASAKI & WADIVOSTOCK	DAFINE	Brit. str.	—	Nissen	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
NAGASAKI & YOKOHAMA	GLAMORGANSHIRE	Jap. str.	—	Davies	SHEWAN, TOMES & CO.	To-morrow, at Daylight.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 3rd Nov., at 5 P.M.
SHANGHAI	LONGMOON	Ger. str.	—	Dawson	BUTTERFIELD & SWIRE	On or about 18th Nov.
SHANGHAI	CANTON	Brit. str.	—	F. W. Schulz	SHEWAN, TOMES & CO.	On 4th Nov., at Daylight.
SHANGHAI & JAPAN	COROMANDEL	Brit. str.	—	C. F. Lockstone, R.N.R.	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
SHANGHAI	FORMOSA	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 25th inst.
SWATOW, AMOY & TAMSUI	MAIDZUO MARU	Jap. str.	—	Hodgins	DOUGLAS LARPAIR & CO.	To-morrow, at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZUO MARU	Jap. str.	—	T. Ogata	MIYOSU BISSAN KAISHA	On 28th inst., at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZUO MARU	Jap. str.	—	S. Atsumi	MIYOSU BISSAN KAISHA	On 31st inst., at Daylight.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	MIYOSU BISSAN KAISHA	On 7th Nov.
MANILA DIRECT	MEMMUR	Brit. str.	—	H. W. Almond	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
MANILA, CEBU & HILLO	YAWATA MARU	Jap. str.	—	A. E. Mosses	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MANILA	KAPONG	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CHANGSHA	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 9th Nov., at 4 P.M.
SINGAPORE, SAKARANG & SOURABAYA	ALBATRON APCAR	Brit. str.	—	A. Stewart	DAVID SASSOON, SONS & CO.	On 27th inst., at 3 P.M.
	SHANTUNG	Brit. str.	—	Quile	BUTTERFIELD & SWIRE	On 28th inst.

## SHIPPING.

**ARRIVALS.**  
Oct. 24, HANOI, French str., 749, Pannier, Haiphong 21st October and Hanoi 22nd. General—A. R. MARTY.  
Oct. 24, GLENGYLE, British str., 3,445, Templer, Darke, R.N.R., Shanghai 21st October. General—McGREGOR BROS. & GOW.  
Oct. 24, HONOLULU, British str., 896, Dawson, Canton 23rd October, General—BUTTERFIELD & SWIRE.  
Oct. 24, PRONTO, German str., 632, Grand, Cheddo 18th Oct., General—SIEMSEN & CO.  
Oct. 24, CHING WO, British str., 2,517, J. A. Davies, Singapore 18th Oct., General—JARDINE, MATHESON & CO.  
Oct. 24, FORMOSA, British str., 674, A. E. Hodgins, Tamsui 20th Oct., Amoy 22nd and Swatow 23rd, General—DOUGLAS LARPAIR & CO.  
Oct. 24, INABA MARU, Japanese str., 3,834, Wm. Bainbridge, Singapore 18th Oct., General—NIPPON YUSEN KAISHA.  
Oct. 24, TANTALUS, German str., 1,574, T. Dwyer, Manila 21st Oct., Ballast—SIEMSEN & CO.

## CLEARANCES.

At the Harbour Master's Office.  
24th October.  
Castle Rock, British bark, for Royal Road. Eec, British str., for Haiphong.  
Beulvrig, British str., for Nagasaki.  
Haiten, British str., for Swatow.  
Sienia, German str., for Swatow.  
Sienia, German str., for Yokohama.  
Chuan, German str., for Haiphong.  
Munang, British str., for Sandakan.

## DEPARTURES.

Oct. 24, HERMES, Norwegian str., for Canton.  
Oct. 24, EMPRESS OF CHINA, British str., for Vancouver.  
Oct. 24, AKASHI MARU, Jap. str., for Swatow.  
Oct. 24, CLARA, German str., for Haiphong.  
Oct. 24, MAUSANG, British str., for Sandakan.  
Oct. 24, SUEVIA, German str., for Yokohama.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Totatos.  
KOWLOON DOCK.—U.S.S. Monterey, Canton River, Adamastor, Gwalior, Elta Nossack, Don Juan de Austria, Chingtu, Belgian King, Nippon Maru.  
COSMOPOLITAN DOCK.—Stanfield, Chungsha.

## SHIPPING REPORTS.

The German steamer *Tetartoe*, from Manila 21st inst., had moderate N.E. monsoon.  
The British steamer *Glengyle*, from Shanghai 21st inst., had strong N.E. winds, moderate high sea and fine, clear weather.  
The British steamer *Formosa*, from Tamsui 20th Oct., Amoy 22nd and Swatow 23rd, had heavy N.E. gale and high sea to Amoy. From Amoy to Swatow fresh N.E. wind and fine weather. From Swatow to port moderate N.E. wind and fine weather. Steamers in Tamsui—*Yikang*, In Amoy—*H.M.S. Isis*, Japanese warship *Izuma*, steamships *Glengyle*, *Sung-hiang*, *Anapa*, *Cuecar* and *Electra*. In Swatow—German cruiser *Bussard*, Dutch cruisers *Holland* and *Koningin Wilhelmina*, steamships *Tamsui* and *Fookwang*.

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

## FOR KOBE.

**THE Company's Steamship**  
"CHANGSHA."  
Captain Moore, will be despatched as above TO-DAY, the 25th inst., at 4 P.M.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd October, 1900. [2535]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

**THE Company's Steamship**  
"MENMUR."  
Captain R. W. Almond, will be despatched as above TO-DAY, the 25th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
A doctor is carried.  
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
Hongkong, 24th October, 1900. [2714]

## VESSELS ON THE BERTH

FOR PORTLAND (OREGON) VIA JAPAN  
(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).  
**THE A.I. Steamship**  
"MONMOUTHSHIRE."  
Captain Kennedy, will be despatched on or about the 25th inst.  
For Freight and Passage, apply to T. M. STEVENS & CO., Agents.  
Hongkong, 20th October, 1900. [2579]

## PASSAGE.

**THE Steamship**  
"MONMOUTHSHIRE."  
100 A.I. sailing FOR PORTLAND (OREGON), about the 25th inst., has room for a few First Class Passengers at reduced rates. Bookings for Interior Points and Europe. Stewardess and Surgeon carried.  
Apply—  
T. M. STEVENS & CO.,  
4, Duddell Street.  
Hongkong, 19th October, 1900. [2637]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TISOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
**THE Steamship**  
"GUTHRIE."  
Captain McArthur, will be despatched for the above ports TO-MORROW, the 26th inst., at Daylight.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A daily qualified Surgeon is carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 5th October, 1900. [2593]

## NIPPON YUSEN KAISHA.

## FOR MANILA.

**THE Company's Screw Steamship**  
"YAWATA MARU."  
(3,820 tons gross, Captain A. E. Mosses, will be despatched for the above port TO-MORROW, the 26th inst., at 4 P.M.  
This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.  
Return tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to A. S. MIHARA, Manager.  
Hongkong, 17th October, 1900. [2673]

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

**THE Steamship**  
"ANAPA."  
will be despatched for the above port TO-MORROW, the 26th October, P.M.  
For Freight, apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 23rd October, 1900. [2715]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATON APCAR."  
Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 27th inst., at 3 P.M.  
For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.  
Hongkong, 23rd October, 1900. [2712]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900  
"EMPRESS OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900  
"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pellaer Street.  
Hongkong, 25th October, 1900. [9]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES and LONDON DIRECT	MALTA	(Noon, 27th Oct.)	See Special Advertisement.
SHANGHAI	COROMANDEL	(About 29th Oct.)	Freight or Passage.
SHANGHAI and JAPAN	CANTON	(About 29th Oct.)	Freight or Passage.
LONDON	BOMBAY	(About 1st Nov.)	Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.  
Hongkong, 3rd October, 1900. [1]

## HAMBURG-AMERIKA LINIE

## NORDDEUTSCHER LLOYD

(FREIGHT SERVICE) (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SARNIA	HAVRE & HAMBURG	(On 3rd Nov.) Freight and Passage.
Capt. Schlaefke	(London with transshipment in Hamburg)	November.
SUEVIA	HAVRE & HAMBURG	About 22nd Nov.
Capt. Forek	(London with transshipment in Hamburg)	November.
AMBRIA	HAVRE & HAMBURG	About 6th Dec.
Capt. A. Wagner	(London with transshipment in Hamburg)	December.
ARAGONIA	HAVRE & HAMBURG	About 20th Dec.
Capt. Janson	(London with transshipment in Hamburg)	December.
WITTENBERG	HAVRE & HAMBURG	About 30th Dec.
Capt. Hempel	(London with transshipment in Hamburg)	December.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
"OSTASIATISCHER" FRACHTDAMPFER DIENST.  
Hongkong, 11th October, 1900. [13]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. S. Cox	November 24
OLYMPIA	2,837	J. Truebridge	November 30
QUEEN ADELAIDE	2,832	F. McNair	December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other points of application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED.  
General Agents.

Hongkong, 10th October, 1900.

[10]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS ERENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-America Line)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUTSCHOU (Hamburg-America Line)	WEDNESDAY	6th March, 1901.

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 29th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 30th October.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELOCHERS & CO.,  
AGENTS.

Hongkong, 18th October, 1900.

[8]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL SETAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	(KOBE and YOKOHAMA)	FRIDAY, 26th Oct., at Daylight.
YAWATA MARU	(SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	FRIDAY, 26th Oct., at 4 P.M.
IDZUMI MARU	(VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA)	SATURDAY, 27th Oct., at 4 P.M.
SANUKI MARU	(MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID)	FRIDAY, 2nd Nov., at Daylight.
HIROSHIMA MARU	(MOJI, KOBE and YOKOHAMA)	SUNDAY, 4th Nov., at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th October, 1900.

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## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

**THE Company's Steamship**

"KAIFONG."

Captain Penfold, will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1900. [2658]

FOR SHANGHAI.

**THE Steamship**

"LOONGMOON."

Captain F. W. Schulz, will be despatched for the above port on SATURDAY, the 27th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO. Agents.

Hongkong, 23rd October, 1900. [2724]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

**THE Company's Steamship**

"WOOSUNG."

Captain Dawson, will be despatched as above on SATURDAY, the 27th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2717]

"GLEN" LINE OF STEAMERS.

**THE Company's Steamship**

"GLENGYLE."

Captain Darke, will be despatched as above on SATURDAY, the 27th October.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th September, 1900. [2542]

CHINA NAVIGATION COMPANY, LIMITED.

**THE Company's Steamship**

"SHANTUNG."

Captain Quill, will be despatched as above on SUNDAY, the 28th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1900. [2647]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

**THE Company's Steamship**

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 22nd October, 1900. [15]

SHIRE LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.

**THE Steamship**

"GLAMORGANSHIRE."

Captain Davies, will be despatched for the above ports on about THURSDAY, the 1st November, 1900.

For Freight or Passage, apply to SHEWAN, TOMES & CO. Agents.

Hongkong, 24th October, 1900. [2732]

FOR NAGASAKI AND WLADIVOSTOK.

**THE German Steamship**

"DAPHNE."

Captain Nielsen, will be despatched for the above ports on SATURDAY, the 3rd November, at 5 P.M.

For Freight or Passage, apply to SIEMSEN & CO. Agents.

Hongkong, 23rd October, 1900. [2723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

**THE Company's Steamship**

"CHANGSHA."

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

**THE Company's Steamship**

"CHANGSHA."

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2588]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

**THE Company's Steamship**

"CHANGSHA."

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BARATIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Company's Steamship**

"MALTA."

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Malacca and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th October, 1900. [1]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [15]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLSLE CITY" On 20th Nov. 3,002 Tons.

**THE Steamship "CARLSLE CITY"**

will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [14]

Hongkong, 5th October, 1900.

Hongkong, 5th October, 1900.

Hongkong, 5th October, 1900.

Hongkong, 5th October, 1900.

Hongkong, 5th October, 1900.

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Hongkong, 5th October, 1900.

Hongkong, 5th October, 1900.

## VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

**THE Company's Steamship**

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th October, 1900. [1443]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, DOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &amp;c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOUMBOY.

This Steamer connects at COLOMBO with the s.s. *Armand Behre*, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd October, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

**THE Company's Steamship "CITY OF RIO DE JANEIRO"** will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [15]

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Hongkong, 8th October, 1900.

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.

**THE Company's Steamship "COTIC"** will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900. [4]

Hongkong, 24th October, 1900.

Hongkong, 24th October, 1900.

Hongkong, 24th October, 1900.

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Hongkong, 24th October, 1900.



## POST-OFFICE NOTICES.

**CHRISTMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 24th November, are due in London about the 10th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

**The "Coromandel,"** with the English Mail of the 28th September, left Singapore on Tuesday, the 27th inst., at 1 p.m., and may be expected here on or about Sunday, the 28th inst. This Packet brings replies to letters despatched from Hongkong on the 27th August.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Shanghai	James Brand	Thursday, 25th, 11.00 A.M.
Rangoon	Esse	Thursday, 25th, 3.00 P.M.
Kobe	Chungshu	Thursday, 25th, 3.00 P.M.
Shanghai	Chungshu	Thursday, 25th, 3.00 P.M.
Manila	Menmuir	Thursday, 25th, 4.00 P.M.
Kamohuk and Samshui	Saikong	Thursday, 25th, 4.00 P.M.
Swatow and Amoy	Saikong	Thursday, 25th, 5.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Guthrie	Thursday, 25th, 5.00 P.M.
Swatow, Amoy and Tamsui	Formosa	Thursday, 25th, 5.00 A.M.
Singapore	Anapa	Friday, 26th, 2.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Yawata Maru	Friday, 26th, 3.00 P.M.
Singapore	Glengyle	Saturday, 27th, 10.00 A.M.

**EUROPE, &c., India via Tuticorin.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)

**Singapore, Penang and Calcutta.**  
Shanghai, Hilo and Cebu  
Shanghai, Moji, Kobe, Yokohama, Victoria (B.C.) and Seattle, U.S.A.  
Chefoo and Newchwang  
Shanghai  
Kamohuk and Samshui  
Swatow and Amoy

**SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG, AND SAN FRANCISCO.**  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

**EUROPE, &c., India via Tuticorin.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

**Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.**  
Yokohama and Kobe

**SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.**  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

## TO-DAY.

Concert at St. George's Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	ON PARIS.	ON GERMANY.	ON BOMBAY.	ON CALCUTTA.	ON SHANGHAI.	ON MANILA.	ON SINGAPORE.	ON BATAVIA.	ON HATPHONG.	ON SAIGON.	ON BANGKOK.	ON SOERABAYA.	ON COLD LEAF.	ON BAN SILVER.
Telegraphic Transfer 2/11	Bank Bills, on demand 2/11	Bank Bills, at 30 days sight 2/11	Bank Bills, at 4 months sight 2/11	Credits, at 4 months sight 2/11	Documentary Bills, 4 months sight 2/11	Bank Bills, on demand 2/11	Credits, at 4 months sight 2/11	Bank Bills, on demand 2/11	Credits, at 4 months sight 2/11	Bank Bills, on demand 2/11	Credits, at 4 months sight 2/11	Bank Bills, on demand 2/11	Credits, at 4 months sight 2/11	Bank Bills, on demand 2/11

**ARRIVAL AT HOME.**—22nd October.—*Prussien*.  
Per *Glengyle*, from Shanghai, Messrs. H. H. Taylor and W. F. Stevenson.  
Per *Formosa*, from Tamsui, &c., Mr. R. de B. Layard.  
Per *Yawata Maru*, from London, &c., for Hongkong, Messrs. G. H. Wakeman, Haddewick, H. Oishi, J. McIntosh, S. Luchsenberg, J. Goens, Van der Linden, T. Hayakawa and Countess Canavarro; for Shanghai, Mrs. Forrester and Mr. A. B. Parker; for Kobe, Messrs. K. Hamaguchi, T. Kobayashi, S. Mori, M. Tamura, L. K. Y. D. B. V. Heemstede, D. Orstein, Dr. H. Morishima, Rev. T. Harada, K. Kubota, H. Takahama and K. Karamoto; for Yokohama, Messrs. T. Ishido, B. Oda, N. Karyu, A. Meier, H. Fischer and Madame Blanco.

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Coromandel* left Singapore for this port on the 23rd inst., at 1 p.m., with the outward English mails, and is due here on the 28th inst., at about 6 p.m.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *Oldenburg* left Kobe via Nagasaki and Shanghai on Sunday, p.m., the 21st inst., and may be expected here on or about Tuesday, the 30th inst.

The Imperial German Mail steamer *Stuttgart*, carrying the German mails with dates from Berlin of the 1st inst., left Colombo on Saturday, p.m., the 20th inst., and may be expected here on or about Wednesday, the 31st inst.

**THE AMERICAN MAIL.**  
The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, the 2nd inst.

**THE CANADIAN MAIL.**  
The C. P. R. steamer *Empress of India* left Vancouver on Monday, the 8th inst., for Hongkong via the usual ports of call.

**MERCHANT STEAMERS.**  
The O. S. S. steamer *Admiral* left Singapore on the 22nd inst., p.m., and is expected here on the 28th inst., a.m.

The steamer *Glamorgan*, from Sunderland, Middlesex and London, left Singapore for this port on the 23rd inst., and is due here on or about the 29th inst.

The N. Y. E. steamer *Hiroshima Maru* (Bentley Line) left Bombay via ports of call for this port on the 13th inst., and is expected to arrive here on the 31st inst.

## JOINT STOCK SHARES.

Hongkong, 24th October.

STOCKS.	No. of Shares.	Issue Price.	Last Dividend.	Closing Quotations.
<b>BANKS.</b>				
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30- div. at 1/11 1/2 = \$15.08 per share for 1st half year 1900
Bank of China & Japan, Ltd.	100,875	28	28	25. 6a.
Do. Defered	1,230	21	21	20. 3a.
National Bank of China, Ltd.	20,955	40	40	38, sales & buyers
Do. Founders' Shares	2,750	41	41	30, sellers
<b>MARINE INSURANCES.</b>				
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p. ct. = \$18 for 1898
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$25	10 p. ct. for 1898, 30 p. ct. for 1899
North China Ins. Co., Ltd.	6,000	\$100	\$100	25, in all for 1898
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	30-10 p. ct. for 1897
Canton Ins. Office, Ltd.	10,000	\$250	\$250	\$12 for 1899
Straits Insurance Co., Ltd.	30,000	\$100	\$100	20 p. cent. for 1895
<b>FIRE INSURANCES.</b>				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$26 for 1898
<b>SHIPPING.</b>				
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	\$12.50 for half year ended 30-6-1900
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	Op. ct. & 2 p. ct. bonus for 99
China & Manila S. S. Co., Ltd.	6,000	\$30	\$30	20 p. cent. for 1899
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. cent. for year ending 30-9-98
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Int. of 3 p. cent. on a/c. of 1900
Limited Preference	20,000	\$10	\$10	Int. of 5 p. cent. on a/c. of 1900
Do. Ordinary	20,000	\$10	\$10	Int. of 5 p. cent. on a/c. of 1900
Do. do.	20,000	\$10	\$10	Int. of 5 p. cent. on a/c. of 1900
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. cent. on a/c. of 1900
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 2 p. ct. per share on a/c. 1900
<b>REFINERIES.</b>				
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$3 for 1897
Laoan Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897
<b>MINING.</b>				
Panjoan Mining Co., Ltd.	60,000	\$8	\$8	None
Do. Preference	30,000	\$1	\$1	None
Societe Fran. des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250	None
Queens Mines, Limited	40,000	25 cts.	25 cts.	None
Jellicott Mining and Trading Company, Ltd.	45,000	\$5	\$5	Int. of 1 p. ct. on a/c. of 1900
Ramb. Australian Gold Mining Co., Limited	200,000	\$1	\$1	Int. of 1 p. ct. on a/c. of 1900
Oliviers Freehold Mines, Limited	A 15,000	\$5	\$5	None
B 45,000	\$5	\$5	None	None
Great Eastern and Cal. Gold Mining Co., Ltd.	100,000	\$4	\$4	First year
Do. Preference	70,000	\$1	\$1	First year
<b>DOCKS, WHARVES, &amp;c.</b>				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Sp. ct. & 12 p. ct. bonus for 1898 and 30-6-1900
Hongkong and Whampoa Dock Co., Limited	30,000	\$50	\$50	Int. of 5 p. cent. on account of 1900
Wharf and G. Co., Ltd.	2,600	\$100	\$100	Int. of 5 p. cent. on account of 1900
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$100	\$100	22 p. cent. for 1899
<b>LANDS, HOTELS &amp; BUILDINGS.</b>				
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Int. of 3 p. cent. on account 1900
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	Int. of 3 p. cent. on account 1900
West Point Building Company, Limited	12,500	\$50	\$50	Int. of 3 p. cent. on account 1900
Hongkong Hotel Company, Limited	12,000	\$50	\$50	Int. of 3 p. cent. on account 1900
Orion Hotel Co., Limited	7,000	\$50	\$50	First year
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 p. cent. for 1899
<b>COTTON MILLS.</b>				
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Fr. 100	Fr. 100	31 p. ct. for period ending 31-10-97
Intemat. Cot. Mfg. Co., Ltd.	10,000	Fr. 100	Fr. 100	31 p. ct. on account '98
Latou-Kung-now Cotton Spinning & Weaving Co., Ltd.	8,000	Fr. 100	Fr. 100	31 p. ct. on account '98
Soy Chee Cotton Spinning Co., Ltd.	2,000	Fr. 100	Fr. 100	31 p. ct. for period ending 31-12-97
Yahloong Cot. Spin. Co., Ltd.	7,500	Fr. 100	Fr. 100	None
Wear & Dye Co., Ltd.	12,000	\$100	\$100	None
<b>MISCELLANEOUS.</b>				
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1900
China Borneo Co., Ltd.	7,500	\$20	\$20	None
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Int. of 1 p. ct. on a/c. of 1900
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cts. per share = \$7, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p. ct. for 1899
Hongkong and China Gas Company, Limited	10,000	\$50	\$50	\$10 for 1898
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. cent. for 1899
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. of 2 p. ct. on a/c. 1900
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for 1899
Dairy Farm Co., Ltd.	10,000	\$71	\$71	6 p. ct. for 1899
Carmichael & Co., Ltd.	2,000	\$25	\$25	\$1 for 1899
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 p. cent. for 1899
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. cent. for 1899
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	\$1	75 cts. per share for 1898
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	Int. of 1 p. ct. on a/c. of 1900
Tekran Planting Co., Ltd.	50,000	\$20	\$20	80 cts. for 1899
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	Int. of 3 p. ct. on a/c. of 1900
Watkins, Limited	10,000	\$10	\$10	8 p. cent. for 1899
Universal Trading Co.	50,000	\$20	\$20	None
<b>CHINA COMPANIES.</b>				
Alhambra, Limited	200	\$500	\$500	30 p. ct. for 1898
La Comptoir, Limited	250	\$500	\$500	Int. of 10 p. ct. for 1899
Hensiana, Limited	750	\$100	\$100	First year
La Favorita, Limited	130	\$500	\$500	First year

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 24th OCTOBER, 1900.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Victoria Peak	2 p.	29.80	50	—	N 7 S	b
Victoria Peak	4 p.	29.80	50	—	N 7 S	b
Victoria Peak	6 p.	29.80	50	—	N 7 S	b
Victoria Peak	8 p.	29.80	50	—	N 7 S	b
Victoria Peak	10 p.	29.80	50	—	N 7 S	b
Victoria Peak	12 a.	29.80	50	—	N 7 S	b
Victoria Peak	2 a.	29.80	50	—	N 7 S	b
Victoria Peak	4 a.	29.80	50	—	N 7 S	b
Victoria Peak	6 a.	29.80	50	—	N 7 S	b
Victoria Peak	8 a.	29.80	50	—	N 7 S	b
Victoria Peak	10 a.	29.80	50	—	N 7 S	b
Victoria Peak	12 p.	29.80	50	—	N 7 S	b

On the 24th at 11.30 a.m. The barometer has risen in the North, and remains steady in the South. A depression is probably moving eastward in the East, and pressure is higher over N. China. Moderate to fresh monsoon on the coast and in the N. part of the China Sea. Forecast: moderate N.E. winds; fine.


## HONGKONG REGISTER.

Barometer.	Thermometer.	Humidity.	Direction of wind.	Force.	Weather.
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b
30.02	50	—	N 7 S	—	b

## HONGKONG TIDE TABLE.

25th to the 31st October, 1900.

Barometer 1 P.M.	29.93	Therm, 1 P.M.	(We
Barometer 4 P.M.	29.98	Therm, 4 P.M.	(We
Thermom, 8 A.M.	76	Therm, Maximum	
Thermers, 1 P.M.	78	Therm, Maximum	
Thermers, 4 P.M.	76	night	.....



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Hongkong, 15th September, 1899. [2419]

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